(ख) दिल्ली के झुग्गी-झोंपड़ी निवासियों की अनुमानित संख्या क्या है और क्या उनके कल्याण के लिये कोई योजना चलाई जा रही है; यदि हां, तो उसका ब्यौरा क्या है?

शहरी विकास मंत्रालय में राज्य मंत्री (श्री एम अरुणाचलम) :(क) दिल्ली विकास प्राधिकरण तथा दिल्ली नगर निगम ने दिल्ली में उन 607 अनधिकृत कालोनियों की एक सूची तैयार की थी जो 30-6-1977 से पहले विद्यमान थ इ सूची में से अभी तक 553 कालोनियों को नियमित किया गया है। 1977 में विच्छेदन तारीख के पश्चात् और अनधिकृत कालोनियां बनने की सूचना मिली है। अनधिकृत कालोनियों की सही संख्या का निर्धारण करने तथा इनको नियमित करने की नीति के वित्तीय और अन्य विवक्षाओं का आकलन करने की सलाह दिल्ली प्रशासन को पहले ही दी जा चुकी है।

(ख) दिल्ली प्रशासन ने सूचित किया है कि दिल्ली में लगभग 13 लाख झुग्गी निवासी हैं। झुग्गी-झोपड़ी समूहों की समस्याओं पर विचार के लिए प्रशासन ने निम्नलिखित त्रिआयामी नीति बनाई है :-

(i) तात्कालिक परियोजनाओं के लिए तुरन्त अपेक्षित भूमि से झुग्गी झौंपड़ी निवासियों का पुनर्स्थापन पुनर्वास ;

(ii) सार्वजनिक परियोजनाओं के लिये उद्दिष्ट भूमि, परन्तु परियोजना के कार्यान्वयन के लिए जिसकी तुरन्त आवश्यकता नहीं है पर बने झुग्गी-झौंपड़ी समूहों में न्यूनतम मूलभूत सुविधाओं की व्यवस्था ; और

(iii) ऐसी सार्वजनिक भूमि जो पुनर्स्थापन और उसी स्थान पर उन्नयन के अन्तर्गत किसी परियोजना के लिए उद्दिष्ट नहीं है, पर स्थित शिनाख्त किए गए झुग्गी-झौंपड़ी समूहों का उसी स्थान पर पुनर्स्थापन और उन्नयन।

Conversion of Delhi-Jaipur Railway Track

845. SHRI JAGADISH JANI: Will the Minister of RAILWAYS be pelased to state:

(a) whether Government propose to convert Delhi-Jaipur metre gauge railway track into broad gauge track and then double the track upto Jaipur; and if not, the reasons therefor; and

(b) whether Government also propose to start some more new trains on this route, if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir. Delhi-Ahmedabad metre gauge line is a important trunk route which is working quite satisfactorily. It has been upgraded to permit maximum permissible speed of 100 kmph for passenger trains. Double line exists on critical sections between Delhi-Rewari, Jaipur Daurai, Bhandu Motidav and Sabarmati. Doubling work between Garhi Harsaru and Khalilpur has already been taken up. Conversion of this long route into BG will adversely affect vital connections between MG network in the northern and eastern parts of the country with the South. The Railways are also facing severe constraint of resources. There is, therefore, no proposal for conversion of this route at present.

(b) No, Sir. Introduction of more new trains on this route presently is not possible due to operational as well as resource constraints like line capacity etc.

Red Oil Palm plantation in Andaman and Nicobar Islands

846. SHRI VIREN J. SHAH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government's attention has been drawn to the news item entitled "Red Oil Palm plantation" published in the Sunday Observer, New Delhi, dated the

7th July, 1991 indicating that the red palm oil cultivation started in 1977 by the Andaman and Nicobar Islands Forest and Plantation Development Corporation is yet to make a significant impact although the price of the oil is remunerative for the corporation to go in for plantation;

(b) whether Government, in view of recent policy of devaluation of rupee, propose to provide fiscal incentives under the Technology Mission on Oilseeds to the Andaman and Nicobar Islands, Forest and Plantation Development Corporation to take up plantation on a large scale to curtail imports of vegetable oils; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) Yes, Sir.

(b) No Sir.

(c) Due to the ban on converting natural forest to artificial mono-culture plantation.

Filling up of vacant posts in various Govt. of India Presses

847. SHRI KHYOMO LOTHA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether it is a fact that a large number of vacancies in the category of copy-holder have been lying vacant in the Government of India Presses, Minto Road and Ring Road, New Delhi and Faridabad since long;

(b) whether it is also a fact that a number of other vacancies in Group 'D' posts such as Labourer, Machine Attendant, Bindery Asstt. are also lying vacant in the above said Presses since long;

(c) whether it is also a fact thar all the above said posts are connected with the productive work and due to non-filling up of these vacancies, the productive work is suffering; and

(d) if the reply to (a) and (b) be in the affirmative what are the details of each vacancy Press-wise and what action have been taken by the Press Authorities to fill up the same ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI M. ARUNACHALAM): (a) to (d) Vacancy position in these grades in these Presses is as under :—

Name of the Press	No. of vacancies as on 1-7-1991			
	Copy Holder	Labourer	Machine Attendant	Bindery Assistant
Minto Road	10	Nil	Nil	Nil
Ring Road	6	28	5	9
Faridabad	14	22	26	36
Photolitho Faridabad	Nil	19	Nil	27

Vacancies could not be filled up because of the earlier Government decision to close-down four units at Calcutta and Simla with a view to absorbing the surplus staff. However, each such case is considered on its own merits and vacancies are allowed to be filled up wherever considered essential in the interest of production.

Train accidents

848. SHRI SHABBIR AHMAD SALARIA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway accidents in the last two years along with the date, place and the reason of accidents;